

TO: BOSTON REDEVELOPMENT AUTHORITY AND
PETER MEADE, DIRECTOR

FROM: KAIROS SHEN, CHIEF PLANNER and DIRECTOR OF PLANNING
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SUBJECT: SECOND AMENDMENT TO THE CONTRACT WITH THE CECIL
GROUP FOR THE FAIRMOUNT INDIGO PLANNING INITIATIVE

SUMMARY: This Memorandum requests authorization for the Director to execute a Second Amendment to the Consultant Contract for consultant services with The Cecil Group (the "Consultant") to assist the Boston Redevelopment Authority ("BRA") in developing a plan for the Fairmount Indigo Planning Initiative (the "Initiative") to provide for an increase in the total contract by up to Twenty-Five Thousand Dollars (\$25,000.00). The additional funding provided by the BRA with reimbursement from the Department of Neighborhood Development ("DND"), seeks to develop a vision and preliminary conceptual plans for proposed traffic, pedestrian and streetscape improvements to Quincy Street in Dorchester.

BACKGROUND

Boston's Fairmount Corridor ("Corridor") is an existing commuter rail line that passes through diverse, urban neighborhoods from South Station to Readville/Hyde Park. Since service on the line was reactivated in the 1980's, it has principally served the outer stations bringing riders directly into the central business district and bypassing the inner urban communities along the Corridor.

Our planning work will build upon recent community planning work including that of the Fairmount Collaborative (a group of four Community Development Corporations), and the Fairmount Greenway Task Force, as well as recent city and state planning and economic development initiatives. This Initiative will allow the BRA and City to establish a Corridor-wide Community Vision and coordinate with a Community Advisory Group, City, State, and local resources to:

- Improve the built environment and public infrastructure at each Crossroad/ Station Area to support new density and greater diversity of uses and population;

- Establish an action oriented implementation plan that will increase access to transit, housing, employment, goods and services, community resources and open space for the communities in the Corridor;
- Enhance the social, economic and environmental vitality of residents, businesses and organizations located in the Corridor and city of Boston; and
- Advocate for accelerated improvement of transit service, including rapid-rail train cars, and affordable transit fares.

The planning process will include area residents, businesses and organizations from Readville / Hyde Park to South Station. All planning work will be coordinated with the MBTA, including analysis of the impact of economic development and demographic growth targets on transit service levels and the costs and benefits of transit infrastructure improvements.

The proposed project will focus activities in two program areas where significant work remains to be done: (1) Fairmount Corridor, and (2) Crossroads and Station Area Planning.

THE FAIRMOUNT CORRIDOR:

- *A Corridor-wide Community Vision* that establishes a new identity for the Corridor and promotes continued expansion and improvement of corridor transit services that will support Corridor population growth and increased density.
- *Identify key Crossroads / Station Areas* along the corridor with significant Transit Access potential and prepare Strategic Land Use recommendations for each.
- *Establish economic development and demographic growth targets* for the entire Corridor and relate to increasing transit capacities (e.g., existing vs. 5 yr., 10 yr. and “full build”).

CROSSROADS AND STATION AREAS:

- *A Transit Access and Public Realm Improvement Plan* that promotes and improves multi-modal connections, access, and accessibility to Fairmount Line Stations, increases transit ridership, and advances the local and Corridor-wide Community Visions with immediate, near and long term improvement action items.
- *A District Economic and Development Plan* that will generate new business, investment and employment opportunities, and update land use plans to increase area social, economic, and environmental vitality and diversity.
- *Development Guidelines* that promote economic, social and environmental sustainability, green buildings, and the creation and preservation of green spaces.
- *Development Scenarios* for selected publicly and privately owned sites that advance the Community Corridor Vision, with the ability to enhance community sustainability and promote new development and green buildings.
- *Zoning Revisions and Amendments* that promote the Community Vision and support the Use & Design Guidelines.

PLANNING INITIATIVE

In May 2012, the BRA Board authorized to select and enter into a contract with the Consultant to assist in developing a plan for the Initiative. The specific goals of the Initiative are detailed in the previous paragraphs. The original contract with the Consultant was for an amount not-to-exceed \$380,000 with \$250,000 provided by the Boston Redevelopment Authority, \$100,000 from the Boston Foundation and \$30,000 from the Garfield Foundation (the "Contract").

Since May 2012, some of the Initiative accomplishments are:

- BRA was awarded \$102,000 from the 2011 United States Department of Housing and Urban Development ("HUD") Community Challenge Grant. \$42,000 toward enhancing the Initiative's community engagement efforts and \$60,000 toward additional planning.
- The Mayor announced \$3,000,000 toward Upham's Corner infrastructure and transportation improvements.
- The Mayor appointed 25 members of the Corridor to the Corridor-wide Advisory Group ("CAG").
- Six CAG meetings held.
- The Mayor appointed 15 members of the Upham's Corner community to the Upham's Corner Working Advisory Group ("WAG").
- Four WAG meetings held.
- Release of the Fairmount Corridor Profile document

NEED FOR ADDITIONAL SERVICES

As previously stated, the Contract with the Consultant was for an amount not to exceed \$380,000.00. On October 18, 2012, the BRA Board authorized a first amendment to the contract to receive an additional \$60,000 through the 2011 HUD Community Challenge Grant, submitted by the Department of Neighborhood Development ("DND"). The second amendment would provide additional funding allowing the Consultant to conduct needed additional services for the Initiative, including developing a vision and preliminary conceptual plans for proposed traffic, pedestrian and streetscape improvements to Quincy Street in Dorchester. The cost of such additional services is estimated to be approximately \$25,000.00 (the "Increase"), to be initially funded by the BRA and reimbursed by DND through the 2011 HUD Choice Neighborhood Initiative (CNI) grant.

Increasing the Contract with the Consultant is more economical and practical than putting the Increase out for bid. The Consultant is already immersed in the Initiative and will have the knowledge and resources to seamlessly carry out the needed additional services covered by the Increase.

RECOMMENDATION

In order to cover the additional costs needed for a more complete and accurate planning study, it is recommended that the total amount of the Contract be increased by up to Twenty-Five Thousand Dollars (\$25,000.00), to a total amount not-to-exceed Four Hundred Sixty-Five Thousand Dollars (\$465,000.00).

An appropriate vote follows:

VOTED: That the Director be, and hereby is, authorized, on behalf of the Boston Redevelopment Authority ("BRA"), to execute a Second Amendment to the Consultant Contract for consultant services with The Cecil Group to assist the BRA in developing a plan for the Fairmount Indigo Planning Initiative to provide for an increase in the total contract by up to Twenty-Five Thousand Dollars (\$25,000.00). The additional funding provided by the BRA, with reimbursement from the Department of Neighborhood Development ("DND"), seeks to develop a vision and preliminary conceptual plans for proposed traffic, pedestrian and streetscape improvements to Quincy Street in Dorchester.